Johns Hopkins School of Nursing; Center for the Study of Sports and Society; Center for Women Policy Studies; Community Anti-Drug Coalitions of America; DC Rape Crisis Center; Domestic Violence Advocacy Project; Joseph Glass, Team Sports; Britt King, head women's basketball coach, University of DC; Lee McElroy, director of athletics, American University; Older Women's League; National Association of Social Workers; National Coalition Against Sexual Assault; New Waves: Empowering Women and Confronting Abuse; NOW Legal Defense and Education Fund; Pennsylvania Coalition Against Rape; Thomas Penders, Head Basketball Coach, University of Texas; Rhode Island Coalition Against Domestic Violence; National Urban League; U.S. Department of Justice; Office of Justice Programs; Vermont Network Against Domestic Violence and Sexual Assault; Women's Research and Education Institute; YWCA of the USA; and the Violence Policy Center.

I also want to congratulate the College Football Association, who, in cooperation with the Liz Claiborne Foundation and the Center for the Study of Sport in Society, plans to launch an ''Athletes Against Violence'' program this October, where college football players will break the code of silence about relationship violence and, through a series of public service announcements, convey the message that relationship violence should not be tolerated. The College Football Association is also encouraging coaches to consider inviting their players to participate in the annual Take Back the Night candlelight march conducted on college campuses during the month of October (Domestic Violence Awareness Month).

The concept of a National Summit on Sports and Non-Violence initiative is generating a great deal of support and I would encourage my colleagues to join me and Representative MORELLA in our efforts by cosponsoring House Concurrent Resolution 199.

FINDINGS CLOUD POLLUTION THEORIES

HON. MICHAEL G. OXLEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 12, 1996

Mr. OXLEY. Mr. Speaker, I would commend to my colleagues the following article of September 2, 1996, authored by Mr. Jim Nichols of the Cleveland Plain Dealer. The article summarizes new scientific findings that discredit the theory that the Midwest is responsible for the air pollution findings of the Northeast. This further confirms the findings of the Government-funded NAPA report, which was completed a number of years ago. This research should be considered in setting Federal policies in a number of areas.

[From the Plain Dealer, Sept. 2, 1996]

FINDINGS CLOUD POLLUTION THEORIES—MIDWEST SMOG MAY NOT DRIFT TO THE NORTHEAST

(By Jim Nichols)

As the summer cools down, the politics and economics of air pollution are heating up.

The early results from highly advanced computer modeling are casting a haze of doubt over a persistent claim from Atlantic Seaboard states that Ohio and the Midwest are the culprits in the Northeast's smog problems.

The modeling results, released at a multistate air-quality planning meeting in July, show that certain key air pollutants don't drift as far across state borders as previously believed, experts familiar with the models say.

The computer simulations, though incomplete, indicate key windborne pollutants that are components of smog are likely to blow no more than 200 miles, not many hundreds or even thousands of miles, as researchers previously believed.

The results weaken theories that are especially popular among Northeastern states—that coal- and oil-fired power plants in the Midwest and Southeast are to blame for smog in Boston, New York and Maine.

Though much more modeling remains to be done, many air-quality experts say the early implications are huge.

The results, some believe, could weaken the Atlantic Seaboard region's argument that Ohio and other upwind states should spend billions of dollars on new smog controls to help clean the Northeast's air. Regulators and scientists studying seaboard-state smog, for instance, are contemplating advanced pollution controls on Midwestern and Southern power plants that are as strict as those in place in the high-smog region.

Utility and coal interests have estimated the cost of such controls to Midwestern and Southeastern electrical customers at $18 billion to $27 billion annually. Centerior Energy Corp. pegs the cost between $200 million and $500 million annually here.

FEARFUL OF COSTS

The findings seem to reinforce the theory that local and regional air pollution programs in the Northeast are the only significant way to solve the region's perennial failure to meet federal clean-air standards.

Officials in the problem states have long feared that the higher cost of living and doing business resulting from stricter emission controls on power plants and factories has put the region at a competitive disadvantage.

Some Northeastern states have scrapped their versions of E-check auto-emissions testing amid public outcry, saying such political hot potatoes are meaningless if the air drifting in from afar is so foul.

''Clearly, this is not what the 13 states in the [Northeast] want to hear,'' said Ray Evans, environmental-affairs manager for Centerior Energy Corp. ''The East Coast utilities have flat out said that we in the Midwest are the problem and our ratepayers are going to have to pay.''

Ohio Environmental Protection Agency Director Donald Schregardus said, ''It's kind of what we thought. * * * It says to those states, 'You fix your cars, and then we [in the Midwest] will talk about spending $5 billion to fix our power plants.''

Schregardus and his air-quality division chief, Robert Hodanbosi, said the computer simulations show that even on days when Northeastern smog was at its worst, the drift from faraway states downwind made no more than a few percentage points' difference. Evans and other officials familiar with the modeling results confirmed that.

''I was surprised at the limited impacts,'' Hodanbosi said.

The early findings do not necessarily mean Ohioans and other Midwesterners will forever and completely avoid the costly new smog controls, said Schregardus and experts conducting the modeling.

The results, after all, show those proposed reduction strategies will help achieve cleaner air in the Midwest. If models show that the advanced pollution controls would be needed for certain Midwestern areas to meet federal clean-air targets, certain parts of the Midwest could still implement controls as stringent as those already imposed on power plants and factories in the Northeast.

Further, the federal EPA is expected to tighten air-pollution limits nationwide significantly later this year. The limits have not been determined yet, but Ohio EPA officials predict that no major metro area in the state—and few in the nation—will comply without significant emission reductions from cars and smokestacks.

But for now, at least, ''It's conceivable that with the information on the table, the Midwest could make an argument that they don't have that much impact on the Northeast,'' said Danny Herrin, an executive with the Atlanta-based Southern Corp, an electric utility following the modeling closely.

THE OZONE MIX

The subject of the computer modeling is ozone, a gas that occurs both naturally and as a result of man-made pollution.

Where it forms by natural processes in the upper atmosphere, ozone reflects harmful ultraviolet radiation away from Earth. But when it builds up near the ground, it is a powerful respiratory irritant that apparently can trigger asthma attacks and debilitating breathing problems, especially among people with lung disease, the elderly, children and people who work outdoors. In high concentrations, ozone also has been linked to permanent lung damage and can harm trees and crops.

Ozone forms when fumes called hydrocarbons react in hot summer sunlight with other airborne pollutants called nitrogen oxides. Hydrocarbons come from auto emissions and other combustion processes, and from evaporating gasoline, solvents and paints. The principal source of nitrogen oxides are fossil-fuel power plants.

Atmospheric and environmental scientists began concluding in the late 1980s that nitrous oxides and hydrocarbons are capable of drifting on air currents until they encounter the right conditions to interreact and form ozone.

When Congress revised the Clean Air Act's ozone limits in 1990, it identified dozens of metropolitan areas in states from Maine to Virginia as chronic violators of the act's ozone limit of 125 parts of ozone per billion parts of air. The law recognized that the states' balance levels of ozone were so high that only a regional approach to cuts would allow individual cities to comply with the law.

States in the Atlantic Seaboard region agreed in writing three years ago to adopt their own strict new limits on nitrous oxide output from power plants, in addition to measures ordered by Congress and the federal EPA.

But they also enlisted the EPA to run computer simulations to determine whether the so-called ozone-transport phenomenon would rule out regional controls.

The early EPA modeling in 1993 proved controversial, showing the Northwest's baseline levels were high not just because of the heavily populated region's contributions but because of dirty air blowing in from the Midwest and South.

While critics in downwind states—especially utilities and coal interests—attacked the model as inaccurate, the Northeastern states began pressuring the EPA for a ''super-regional'' approach that would require similar control measures for upwind states. States in the South and Midwest resisted initially but agreed to study the issue.

A national organization of state environmental officials formed the Ozone Transport Assessment Group, comprising 37 states—all those east of the Mississippi and those along its western banks. The group now includes

more than 500 environmental regulators, technical experts and representatives of environmental groups, industry and utilities—all studying ozone transport and its effects.

The assessment group was formed for two reasons. One was to develop a far more sophisticated computer simulation of ozone transport. The other was to develop pollution-control policies for all 37 states to impose, voluntarily, to reduce ozone in the Northeast.

As a first step, states conducted far-reaching ''inventories'' of all major and minor sources of ozone-forming pollutants, including estimates of emissions from cars, factories, evaporating paint, gasoline stations and other sources. An assessment group committee of atmospheric and environmental scientists and computer experts developed a computer program that applies that emissions data to know wind and weather patterns. It simulates drift and compares predicted ozone levels at hundreds of locations to those actually measured. Another committee compared particularly bad spells in the summers of 1988, 1991, 1993 and 1994.

When the assessment group began running the computer program this spring, results from the simulations proved remarkably similar to the real conditions, said Michael Koerber, who chairs the group's modeling committee.

''We're convinced that the model works and is giving us the right results for the right reasons,'' said Koerber, director of a consortium of air-quality officials from states around Lake Michigan.

Then the modeling experts began running what Koerber calls ''what-ifs.'' They asked the computer what changes would result if lower emissions from certain control measures were applied across the 37-state ''super-region''—if power plants were forced to change their operations, for instance, or cleaner-burning cars were mandated.

Many more simulations remain to be run—at a cost of more than $1 million each—to measure the effects of changing emissions variables in smaller and smaller parts of the super-region. However, the theory of long-range ozone drift has already begun to break down.

The simulations showed that drift existed. But while Chicago may suffer from St. Louis' emissions, or Cleveland from Columbus', there was little evidence that those cities were having major impacts on the Northeast.

''It's really something we're just starting to get some information on, and we really need to investigate further,'' Koerber said. But, he added: ''The 1,000-mile distance seems to be a bit of a stretch from a transport standpoint.''

COMPETITIVENESS IS ISSUE

Some participants in the assessment group are worried that the new data may strain the group's cooperative spirit and lead to a return of finger-pointing. If utilities in the Northeast face higher costs than those in the Midwest, for instance, they would be at a competitive, disadvantage in the coming environment of deregulation. The federal government is moving toward a system in which industrial customers will be able to choose their power company without regard to its geographic location.

''Clearly, this is a competitive issue between East Coast utilities and Midwest utilities,'' said Centerior's Evans.

Hodanbosi and other participants said pressure is mounting from some Northeastern participants not to run more detailed models that could further solidify the case that the Midwest's effects there are minimal.

''Anytime you have those kinds of conflicts, you can expect it to be contentious,'' said Illinois EPA Director Mary Gade, who chairs the committee that will ultimately recommend pollution-control policies that will apply across the membership of the assessment group. ''I think we're going to be in for some heated policy decisions in the next several months.

''The nice thing is that the process to this point has been a very open and collaborative process. We'll see if we can hold onto that.''

HONORING ANDREW J. BROWN

HON. ANDREW JACOBS, JR.

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 12, 1996

Mr. JACOBS. Mr. Speaker, he was the only minister of the Gospel in history to deliver a second opening prayer at the House of Representatives in the same calendar day. But his claim to the profound respect and affection of all Americans is that he was one of Dr. Martin Luther King's top lieutenants in the peaceful revolution to make real the ideals of the bloody American Revolution.

It is no exaggeration to say that Andrew J. Brown was Mr. Civil Rights in Indiana. He led the movement to excise the poison and stupidity of racial discrimination from America's body politic. He had what Dag Hammarskjöld called that Christ-like urge. You could see it in his face, that countenance always about to brust into smile. You could see the personification of the Sermon on the Mount. He served his country well in our Armed Forces during World War II. And yet for decades after World War II, his country—or at least a great part of it served him ill. But this did not evoke bitterness and hatred in him. It evoked peaceful compassion and just plain hard work. He traveled through that biblical valley of the shadow of death and neither feared nor did evil. These words, written by Shelly, apply beautifully to the magnificent Rev. Andrew J. Brown:

The great secret of morals is love. A person, to be greatly good, must imagine deeply and comprehensively. He must put himself in the place of another, of many others. The pleasures and the pains of his species must become his own.

The following are only a few of the tributes paid to this great and good man on the sad but triumphant occasion of his passing.

[From the Indianapolis Star, Aug. 3, 1996]

RIGHTS LEADER REV. ANDREW J. BROWN DIES

(By Rob Schneider)

The Rev. Andrew J. Brown, who was a friend of the powerful and the powerless, died in his sleep, his family said Friday.

Brown, who came to symbolize civil rights in Indianapolis, was 75.

Indiana Black Expo? He helped found it.

Providing information to the African-American community? The longtime pastor at St. John's Missionary Baptist Church also started Operation Breadbasket, a Saturday morning radio program to discuss everything from economic to spiritual issues.

Rev. Brown was a lifelong advocate for civil rights, a man whose doorstep was a common sight to people like Dr. Martin Luther King Jr. and the Rev. Jesse Jackson.

In recent years, though, he had taken on another fight. Rev. Brown had been diagnosed with Alzheimer's disease two to three years ago, said his son, the Rev. Thomas L. Brown.

It was a fight that had left the community leader a ''tired warrior,'' his son acknowledged.

Thursday night after dinner, Rev. Andrew Brown gave his wife a kiss and said, ''I'll see you later.'' Early Friday, Rev. Brown's wife, RosaLee, called her son with the news that she could not wake her husband.

''He was about the business of peace making,'' Rev. Thomas Brown said of his father's life. ''His peaceful passing is reflective of his mannerisms of dealing with people even though he was a very intense social activist.''

The elder Rev. Brown's dedication to social justice originated on a Christmas Eve during World War II in a hospital at Camp Livingston, LA.

Laid up in a hospital bed with a leg that doctors said would have to be amputated, he listened to a happy, noisy celebration from which black soldiers had been excluded.

Rev. Brown promised God that if his leg was saved, he would spend the rest of his life fighting for justice for all people.

A few days later, he walked up to the doctor who was supposed to operate on him.

''That's the miracle in my life. That's the commitment I made,'' Rev. Brown explained in an interview in 1985. ''I'll keep fighting until I fall, because that's what I told God I would do.''

Moving to Indianapolis from Chicago in 1947, he used his position as pastor of St. John's Missionary Baptist Church as a pulpit not only for spiritual messages but social action as well.

In 1963, he organized Indianapolis blacks to show voting bloc strength. Two years later, he walked with King in the civil rights march in Selma, Ala. He was at the home of King's parents the night the civil rights leader was assassinated in April 1968. The next month he was in Washington, D.C., for the Poor People's March.

In 1990, Rev. Brown resigned as pastor of St. John's.

The church is on a street that was renamed Dr. Andrew J. Brown Avenue 10 years ago to honor him.

News of his death led city leaders to remember a man whose trademark was compassion.

''He was an extraordinary Baptist preacher, [who] had a marvelous voice and could move a congregation with song,'' said Sam Jones, president of the Indianapolis Urban League.

''He led numerous marches and demonstrations against acts of segregation and discrimination in this community,'' Jones noted.

''He was the kind of guy who could operate with the least of us in our community and with kings and queens and giants alike,'' Jones added.

The Rev. Stephen J. Clay, pastor of the Messiah Baptist Church and president of the Interdenominational Ministers Alliance, said it was Rev. Brown's compassion for people at large that became a driving force, that ''like a rocket, propelled him to the national arena.''

''The world is a little bit smaller and heaven a little brighter because of the contributions made by Dr. Brown,'' he said.

Mayor Steven Goldsmith simply called Rev. Brown a ''remarkable leader,'' one who was committed to opportunity and equality.

He credited Rev. Brown's commitment, sincerity and faith in making him a national leader.

Rev. Jesse Jackson summed up Rev. Brown's contributions this way: ''He fought and changed America for the better forever. He had courage and took risks,'' he said.

Services for Rev. Brown will be at 11 a.m. Thursday at St. John's. Calling is from 11 a.m. to 9 p.m. Wednesday at the church.